Helicopter Safety Briefing

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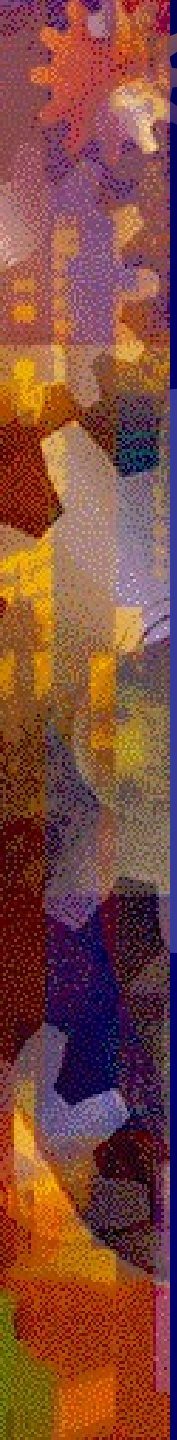


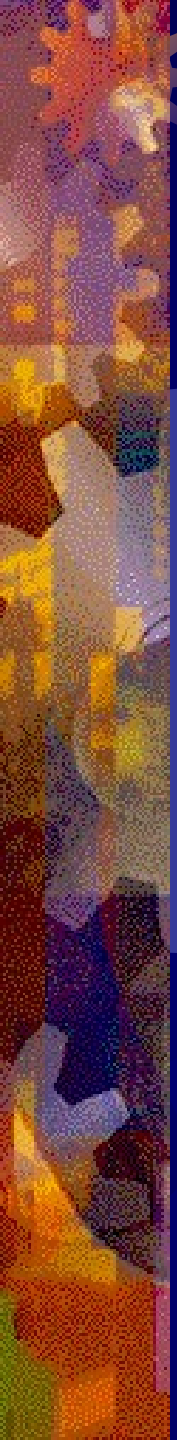
You've carefully thought out all the ar

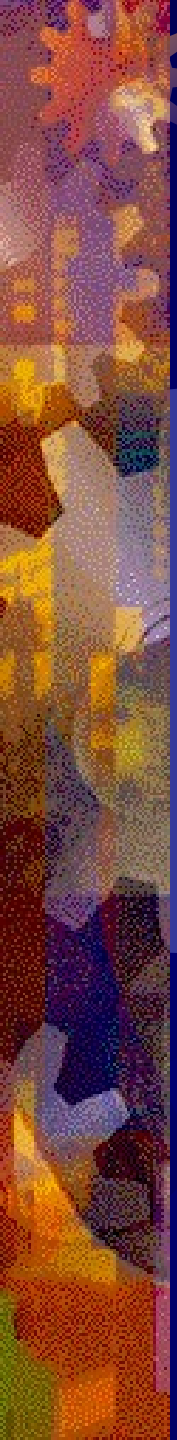
You've done it a thousand times.

It comes naturally to you.

You know what you're doing, it's what
been trained to do.

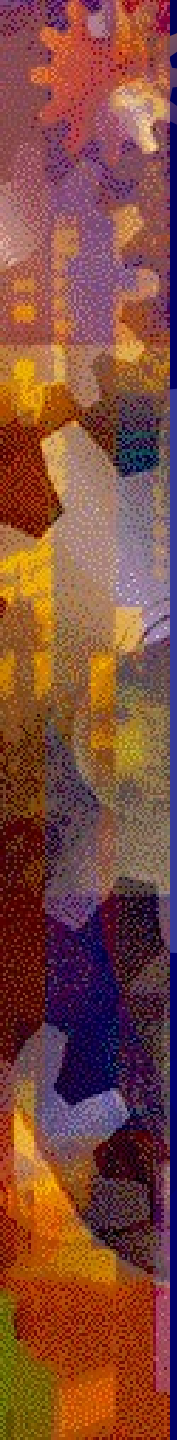
Nothing could possibly go wrong. Rig





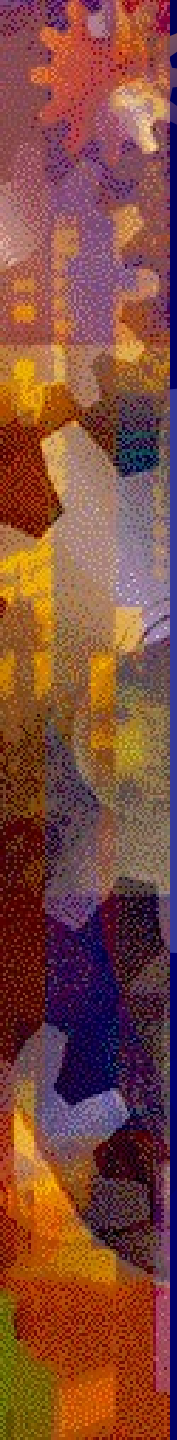
Murphy’s Law:

If something can go wrong



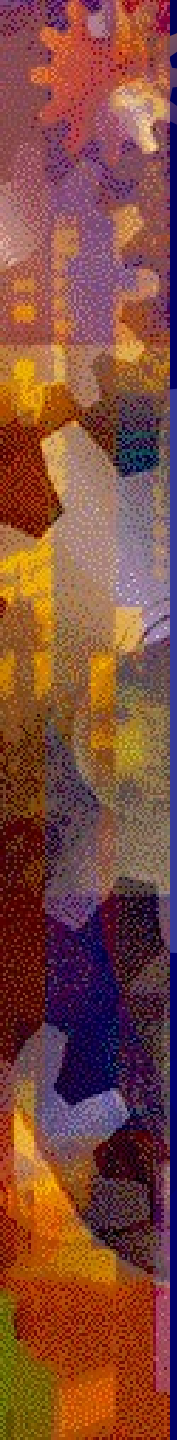
Plenty can go wrong around helico

That’s why we’re having this class



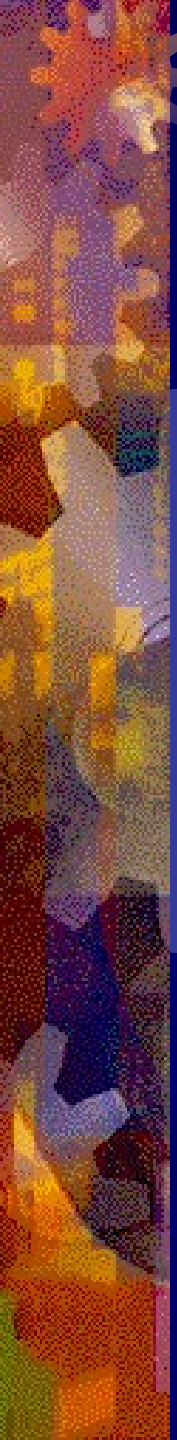
Working around helicopters is not a death-defyin
occupation.

But if you don’t know the rules and play by them
can get hurt.



Rule #1

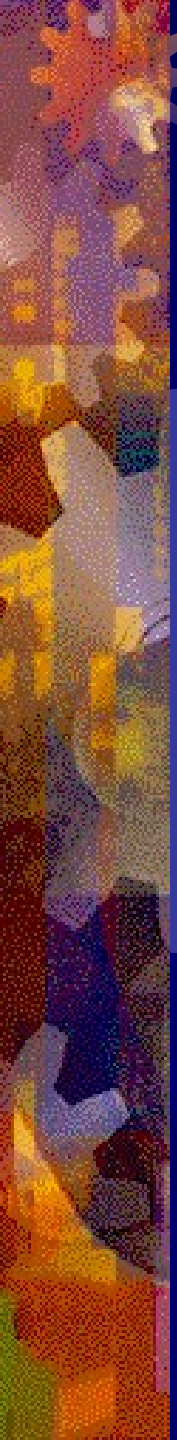
No grab-ass, no practical jokes, no ho



Rule #2

Getting hit in the head with a main roto

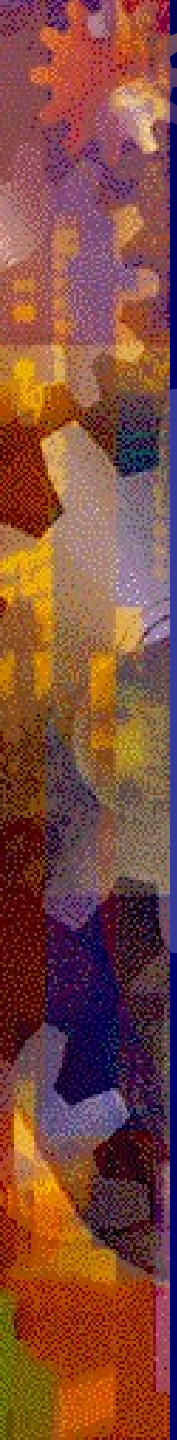
A lot.



When you’re walking to or from a helico
do it at the front of the helicopter where
see you.

Can the rotor blades dip low enough to
standing under them?

You bet your life.

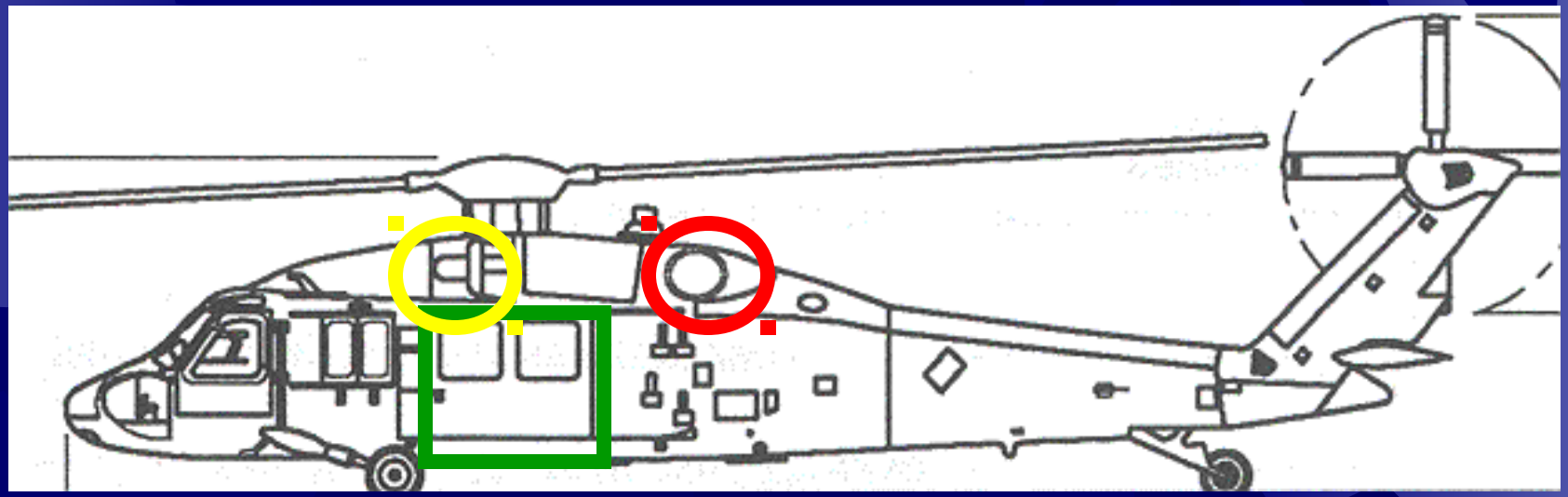


Rule #3

The noise from the engines can permanently damage your hearing.

Rule #4

Engines suck and rotors blow.



Engine Inlet

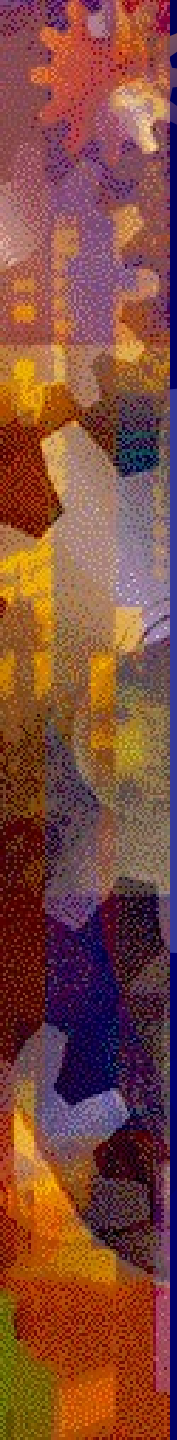
Passenger Door

Exhaust

Rule #5

Don’t be under an airp
or helicopter that’s
dropping retardant.

Getting hit with a thou
gallons of water does
feel cool and refreshin

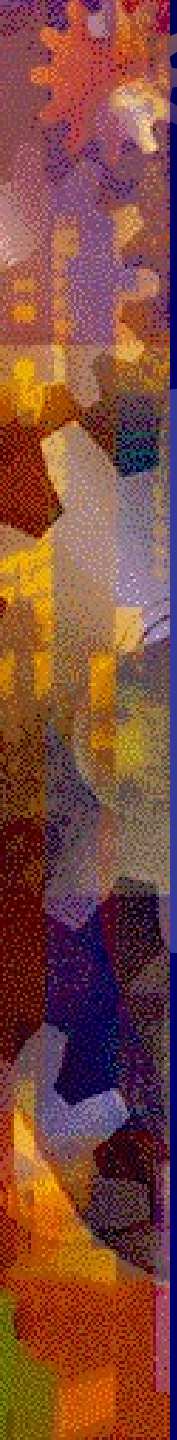


Rule #6

After an emergency landing in a helicopter, re
seated until the rotor blades stop turning. Onl
then is it safe to exit and walk away from the h

A post-crash fire is unlikely but if one starts ma
your own decision about which is higher risk:

- Getting hit by a rotor blade
- Getting burned



Post-Crash Fire

Possible but unlikely.

Why?

Crashworthy fuel systems.

Rule #7

A jacket that goes flying out the win
could ruin your whole day.

Sikorsky
UH-60
Blackhawk

Bell 205
Huey

Bell 206

Bell 212

Bell 412 with fixed drop tank

Boeing CH-46

Photographer: John McColga